



# The State of SCDOT

**Janet P. Oakley**  
Secretary of  
Transportation  
February 18, 2015

# Overview

- 2014: The Year in Review
- State of the Transportation Network
- Outlook for 2015 and Beyond



# 2014: The Year in Review

- Transportation Emergencies
- Act 98 Implementation
- Strategic Direction
- Audits and Awards

# Transportation Emergencies

- Ice Storms
- Earthquake
- Early Summer Flooding
- Rail Derailment and Emergency Bridge Replacement





# Act 98 Implementation

- Non-federal aid secondary resurfacing
- Replacement of load-restricted and closed bridges
- Interstate improvements



# SCDOT Strategic Direction

## Framework

- Core Values
- Vital Few Goals
- Management Emphasis Areas

## Accomplishments

- Manpower
- Internal Management Measurement and Targets
- Public Responsiveness
- Encroachment Permit Processing System
- Minority and Small Business Affairs
- Procurement Changes



# Audits and Awards

- Recovery Audit
- Public Transit Annual Audit
- FHWA/SCDOT Stewardship & Oversight Agreement
- ACEC Palmetto Award
- Keep America Beautiful Award
- Great American Clean-Up
- National Walk-to-School Day



# The State of the Transportation Network

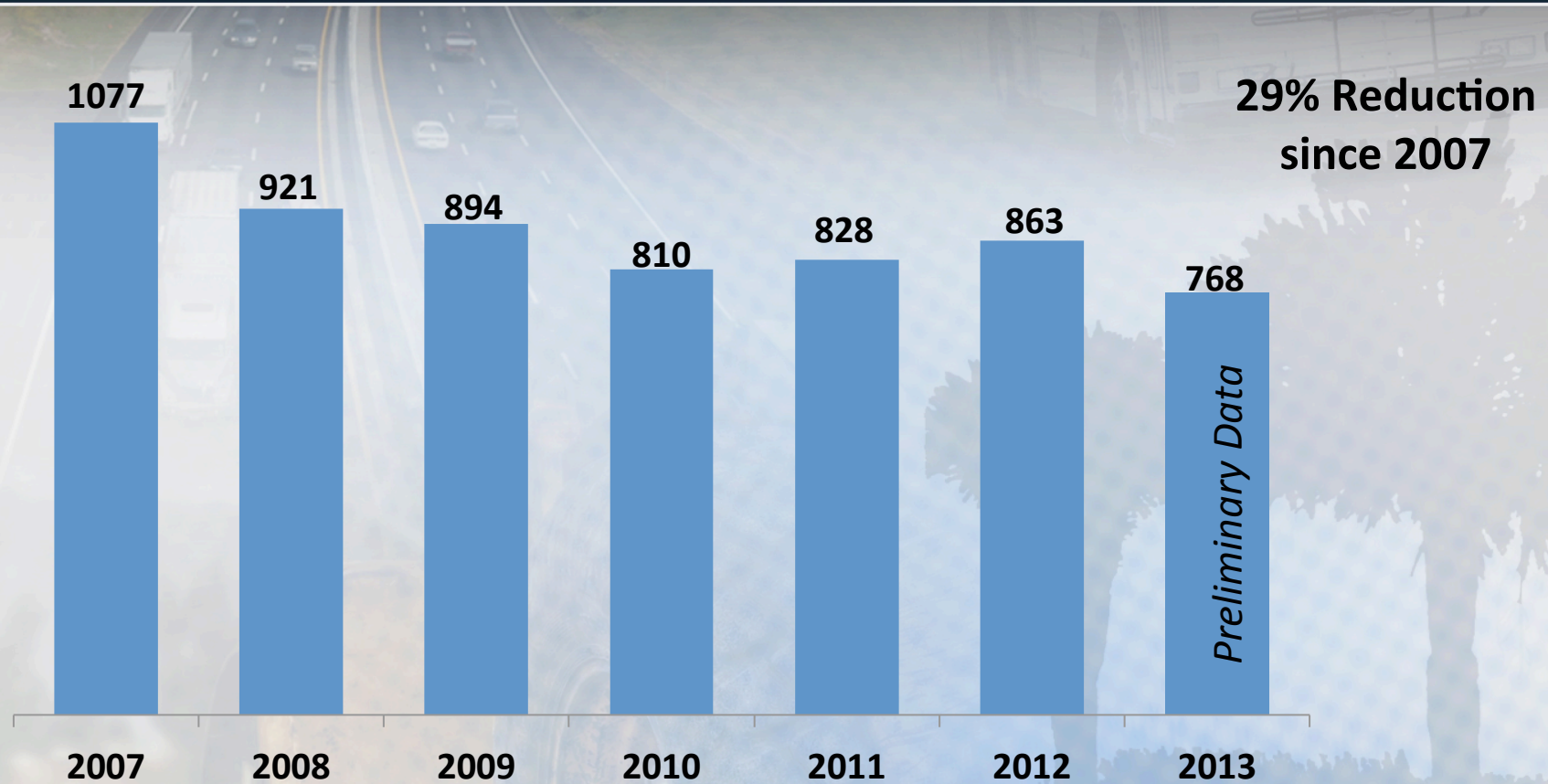




# Safety

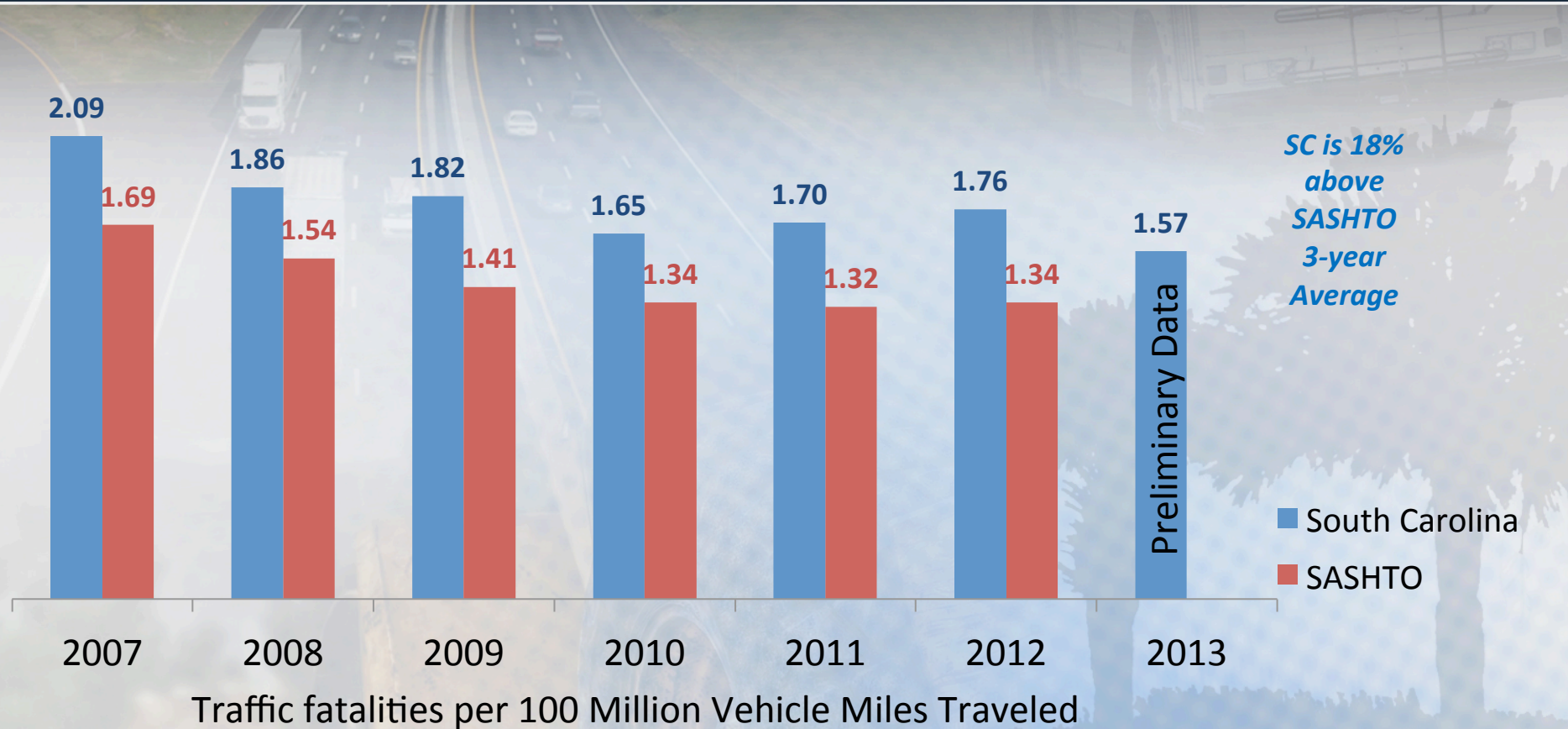


# Traffic Fatalities in SC

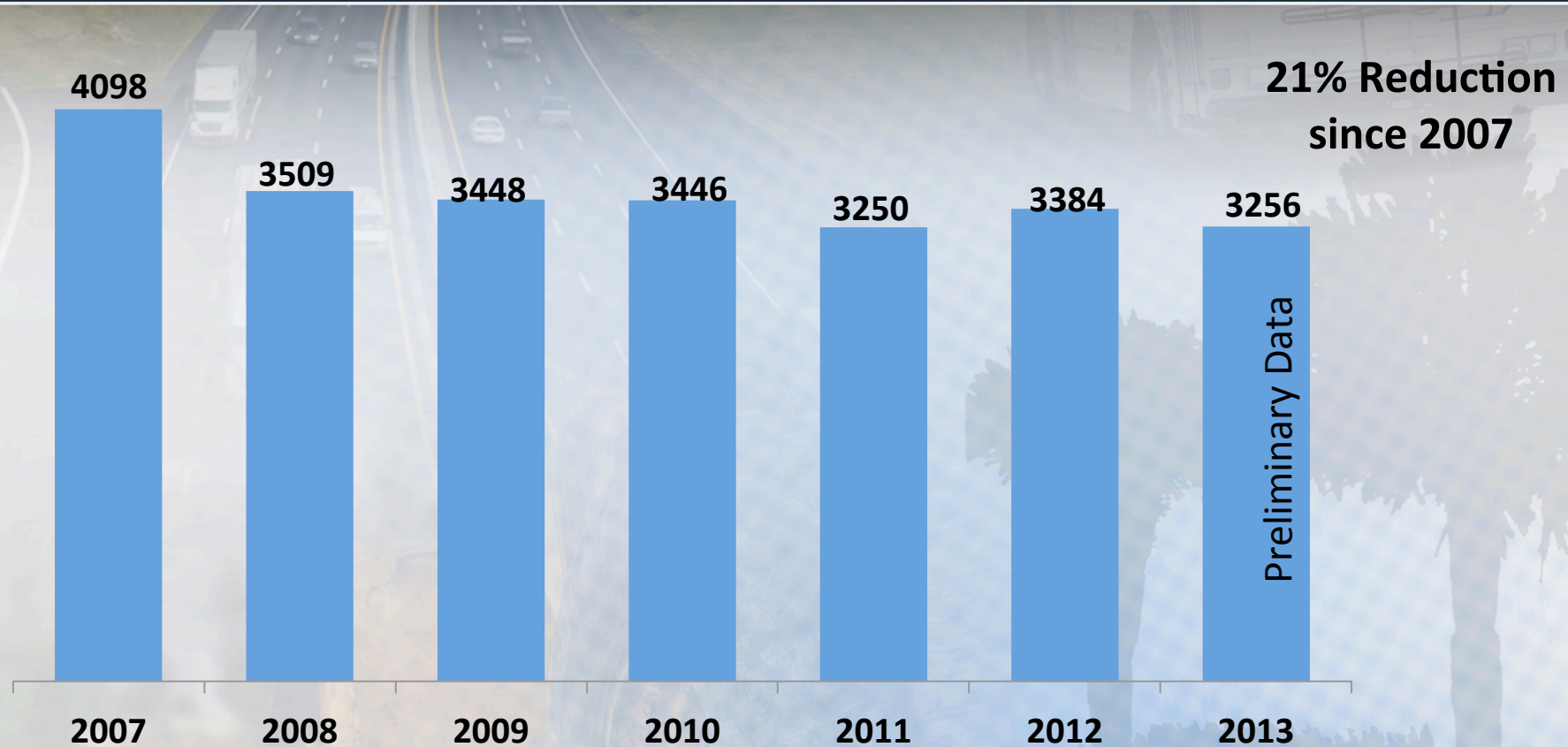




# SC vs SASHTO Traffic Fatality Rate



# Traffic Serious Injuries





# South Carolina's Bridges



***S-11-301 over Limestone Creek (Act 98 Bridge)***

# South Carolina's Bridges

## 8,420 State Owned Bridges

1,600 (19.0%) are Substandard

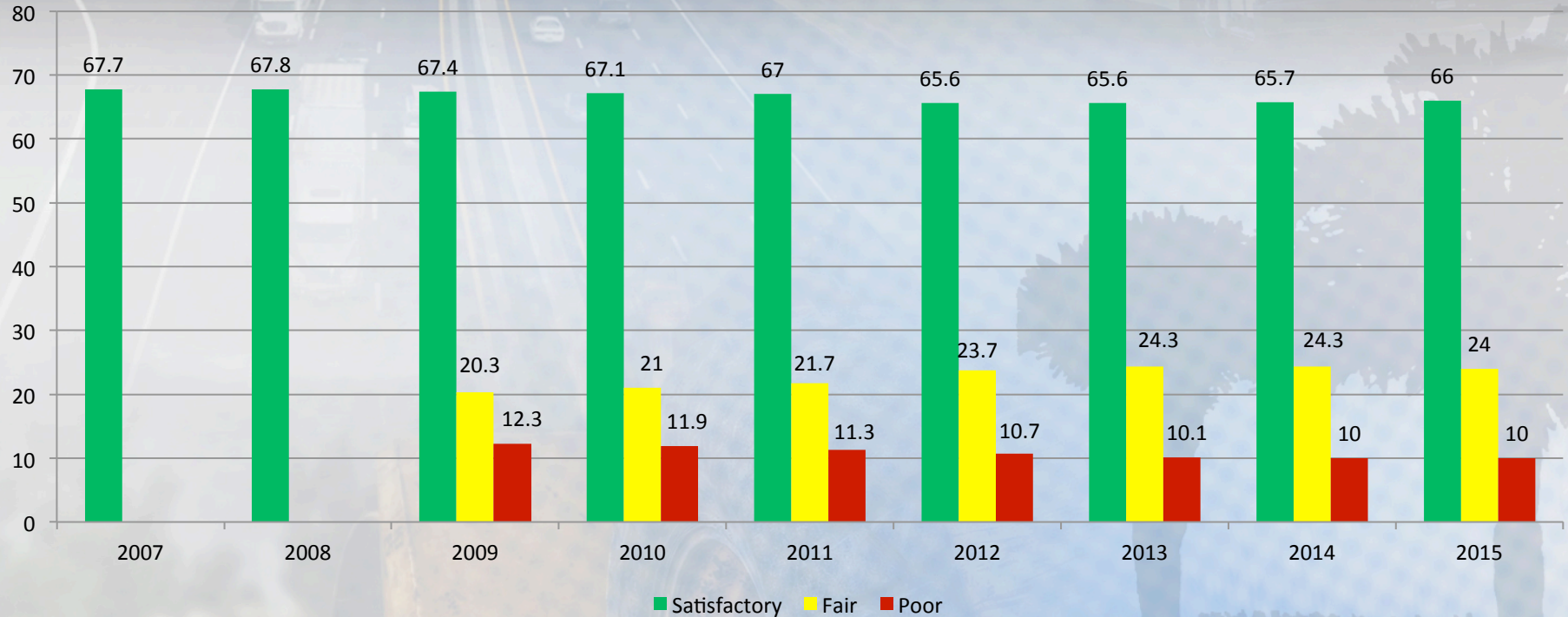
- 822 (9.8%) are Structurally Deficient
- 778 (9.2%) are Functionally Obsolete

390 (4.6%) are Load Restricted

10 (0.1%) are Closed

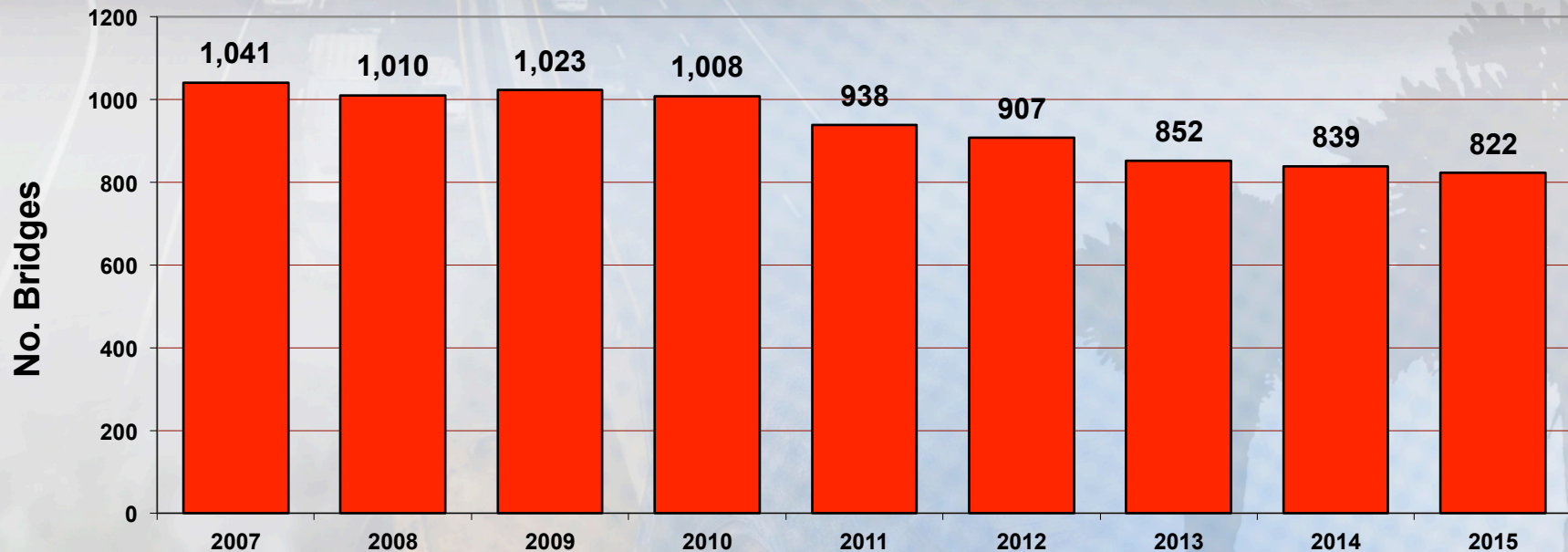
# State Bridge Conditions

2009- Jan. 2015

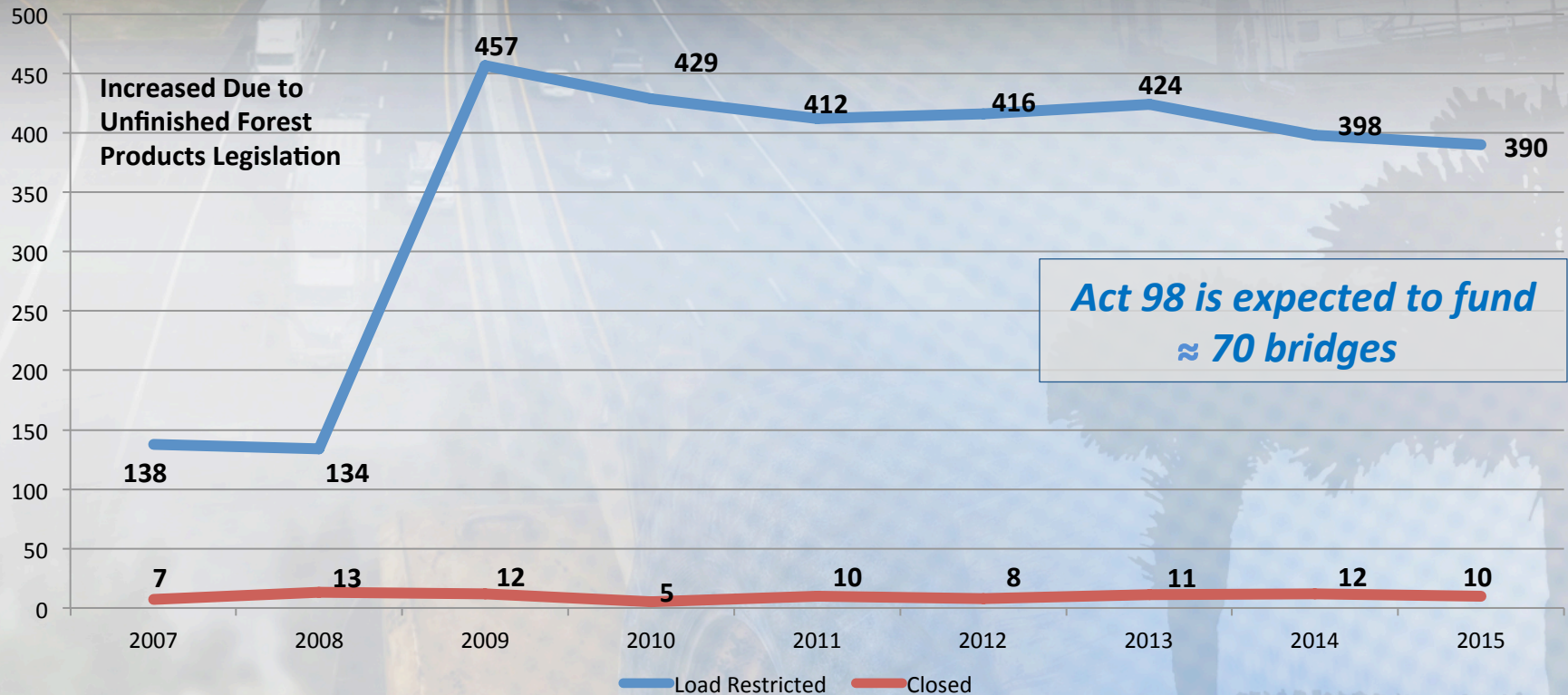




# Structurally Deficient Bridges



# Load Restricted and Closed Bridges



# South Carolina's Pavements



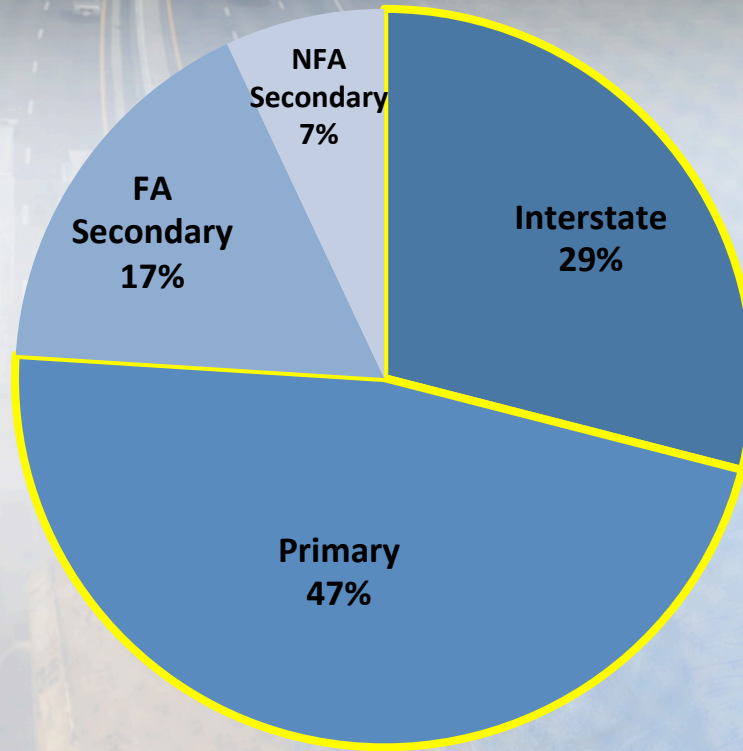


# The State System

<i>Route Type</i>	<i>Centerline Miles</i>	<i>Lane Miles</i>
Interstate	851	3,796
Primary	9,472	23,869
Federal Aid Secondary	10,271	21,108
Non Federal Aid Secondary	20,821	41,758
<b>Total</b>	<b>41,414</b>	<b>90,530</b>

**4<sup>th</sup> Largest**

# % Traffic Carried by Route Type



**≈ 75% of SC's traffic  
is carried on  
Interstate and  
Primary Routes**

*Data as of December 31, 2013*

# Interstate System Pavement Condition

## *Federal Aid Eligible*

851 centerline miles

3796 lane miles

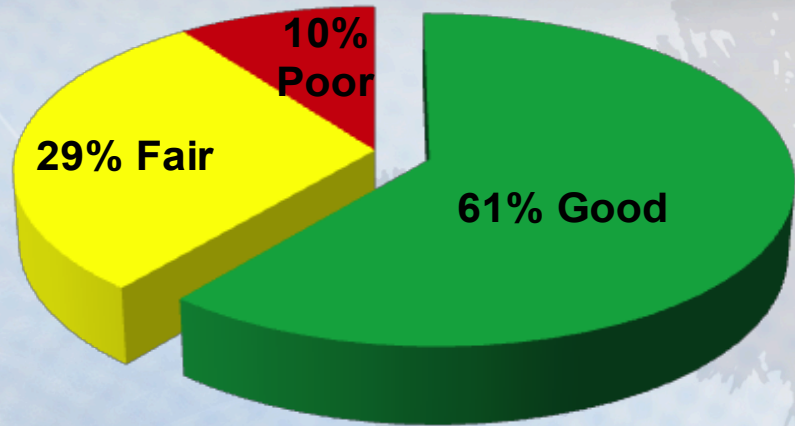
Interstate system is over 50 years old

Nearly 29% of all roadway travel in SC occurs on the interstates

Key component of Freight Network

Heavy Truck volumes

13% of interstate are high usage, carrying over 70,000 vehicles per day



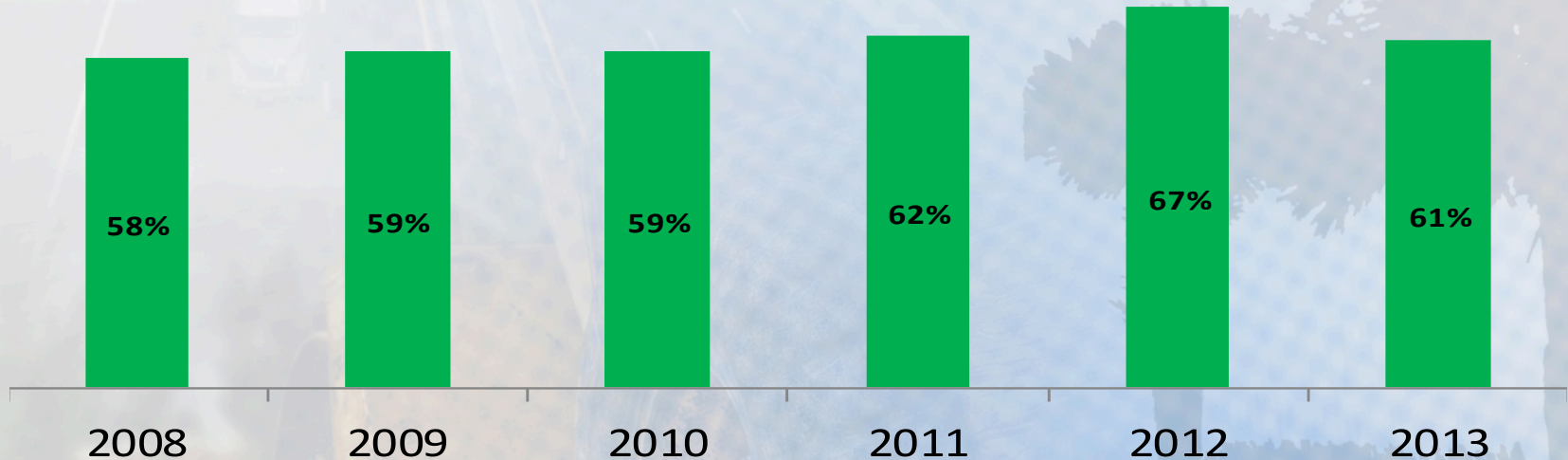
*Data as of December 31, 2013*



# Interstate System Pavement Condition

% Pavement in Good Condition

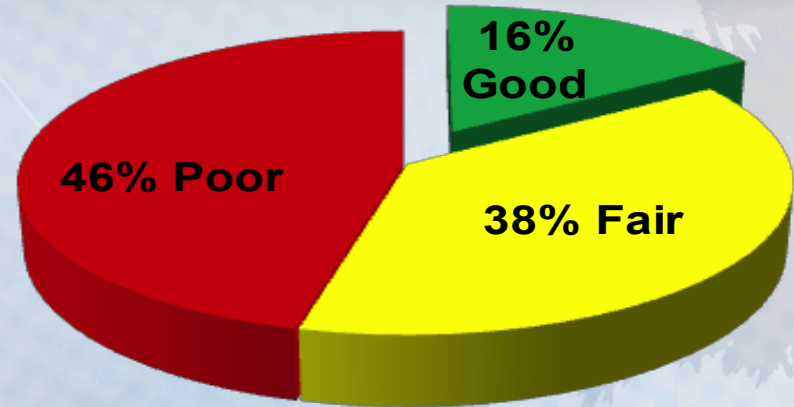
**Carries 29% of the Traffic  
Heavy Truck Volumes**



# Primary System Pavement Condition

## *Federal Aid Eligible*

- 9,472 centerline miles
- 23,869 lane miles
- Comprised of US and SC routes
- Includes routes on the National Highway System (NHS)
- 47% of all travel in SC occurs on the primary system

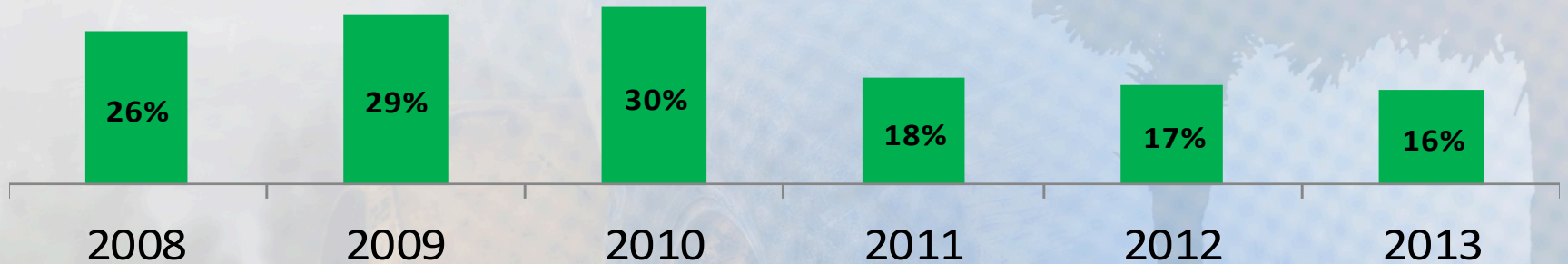


Source: Road Inventory Management System (RIMS)  
*Data as of January 2014*

# Primary System Pavement Condition

## % Pavement in Good Condition

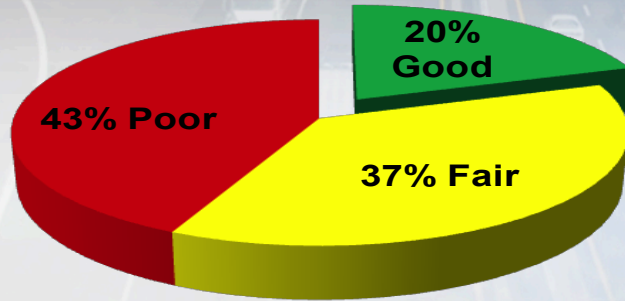
**Carries 47% of the Traffic**





# Secondary System Pavement Condition

**Federal Aid Eligible Portion**



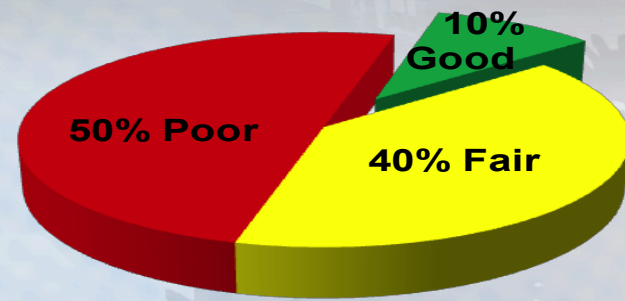
10,271 centerline miles

21,108 lane miles

Higher volume secondary's

17% of travel occurs on the federal aid secondary system

**Non Federal Aid Eligible Portion**



20,821 centerline miles

41,758 lane miles

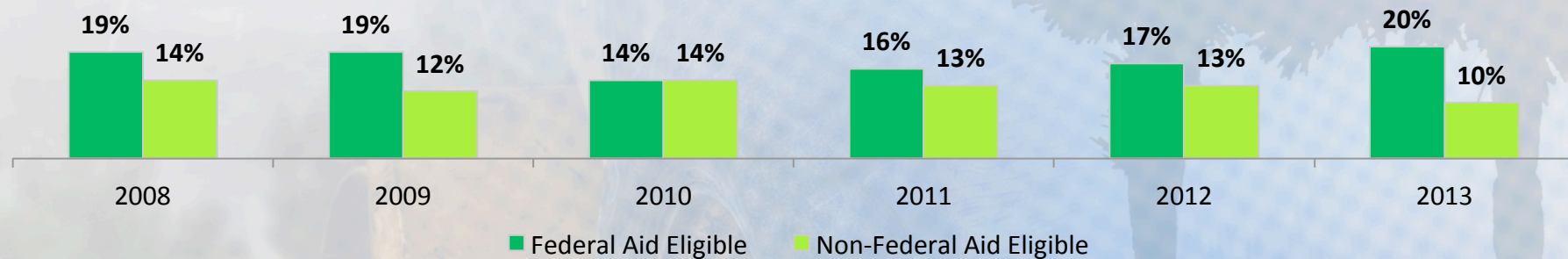
30% are in urban areas, comprising over 12,000 individual road segments

7% of travel occurs on the non federal aid secondary system

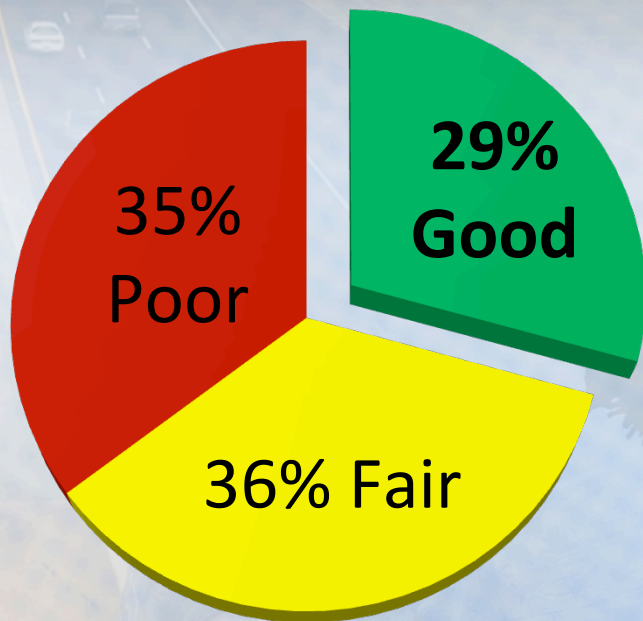
*Data as of December 31, 2013*

# Secondary System: % Pavement in Good Condition

FA carries 17% of the Traffic  
NFA carries 7% of the Traffic



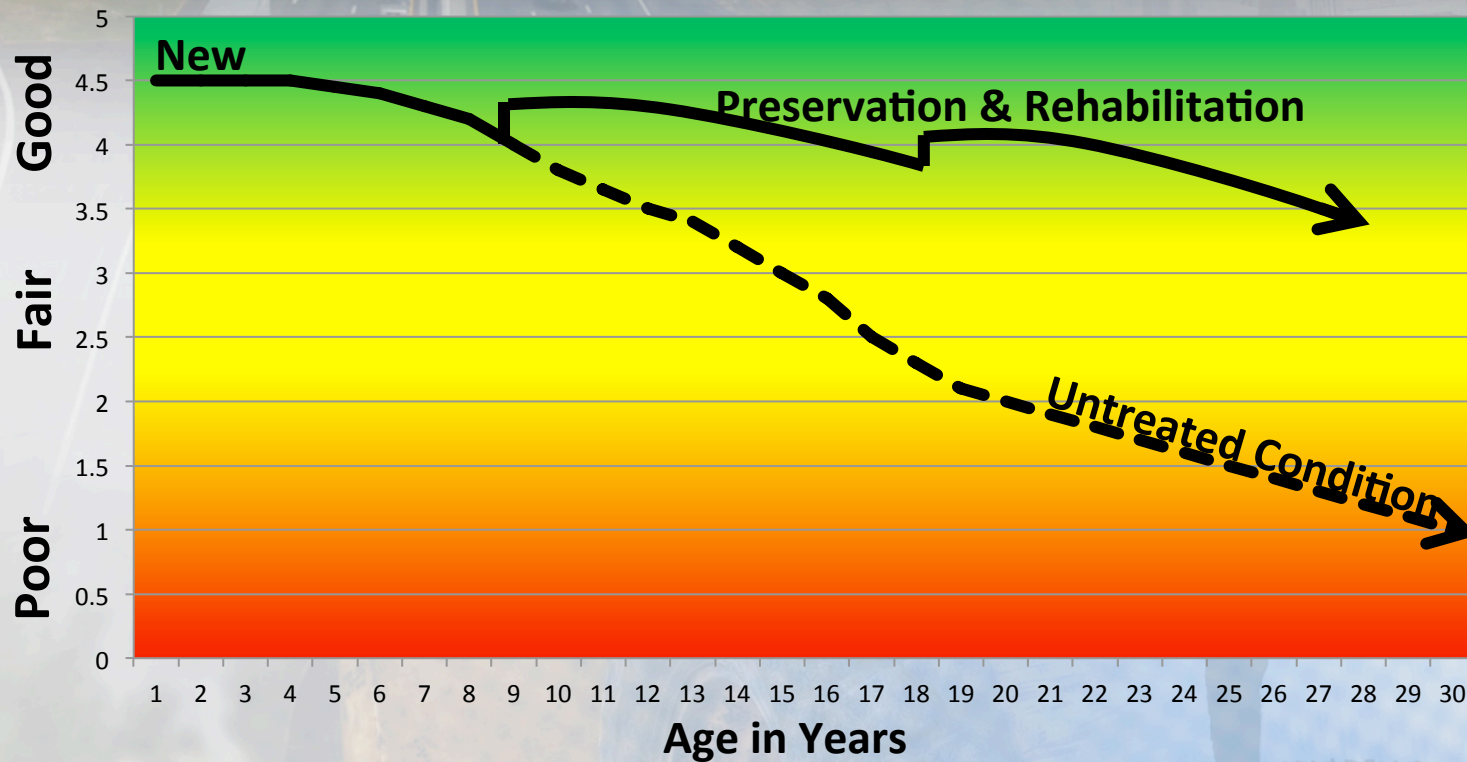
# % VMT on Pavement Condition Type



29% of SC's traffic is riding on good pavements



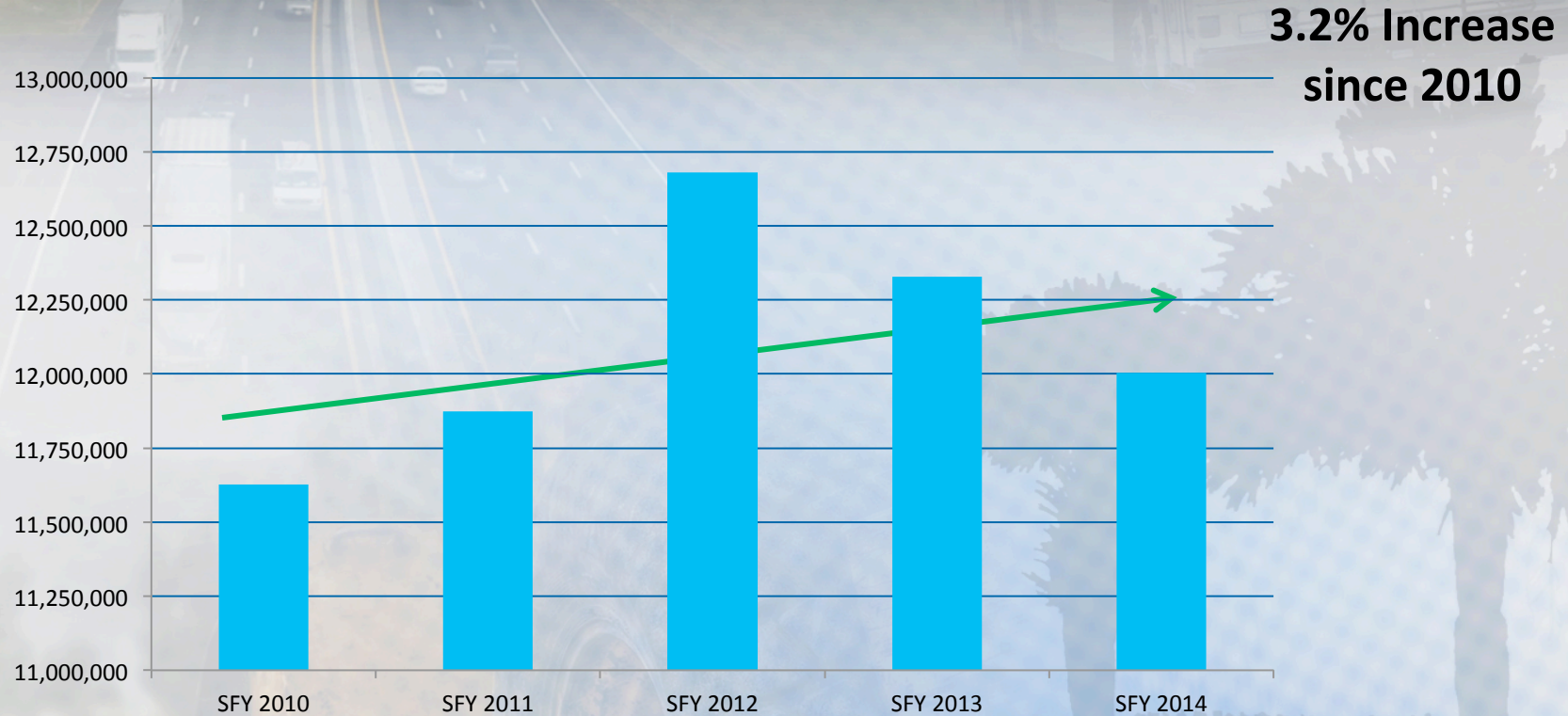
# Pavement Performance



The background of the slide is a faded, aerial-style photograph of a multi-lane highway. Several large white semi-trucks are visible traveling in different directions. To the right of the highway, there are several tall palm trees. The overall image has a light, semi-transparent quality.

# Public Transit Condition and Performance

# Statewide Public Transit Ridership

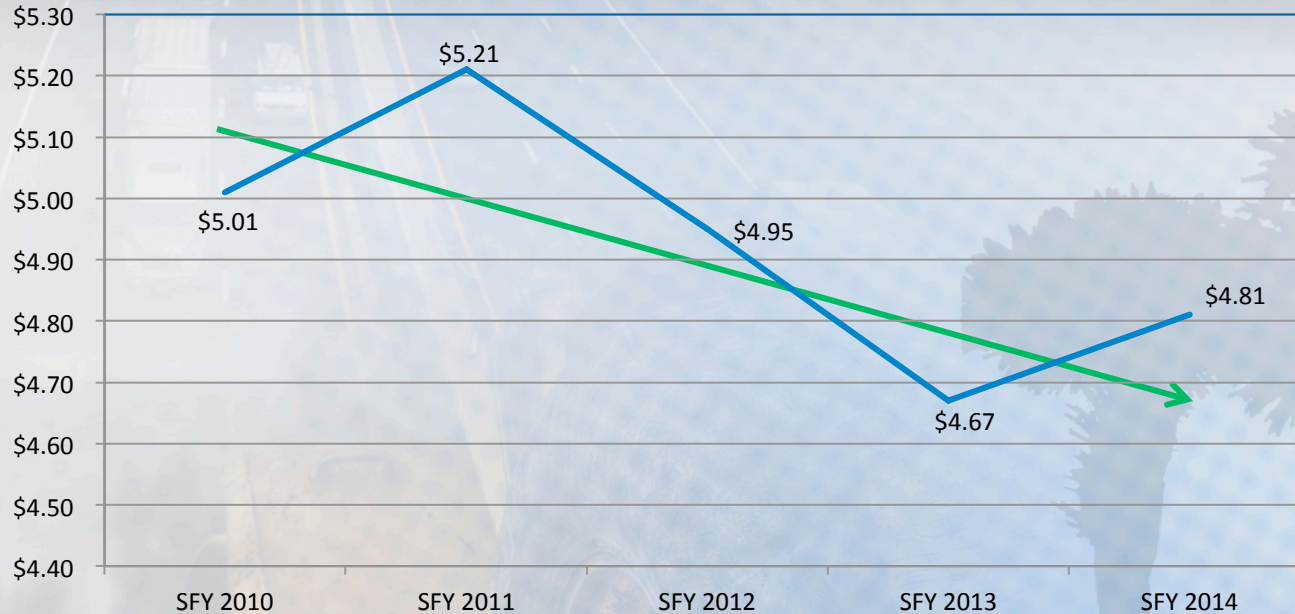




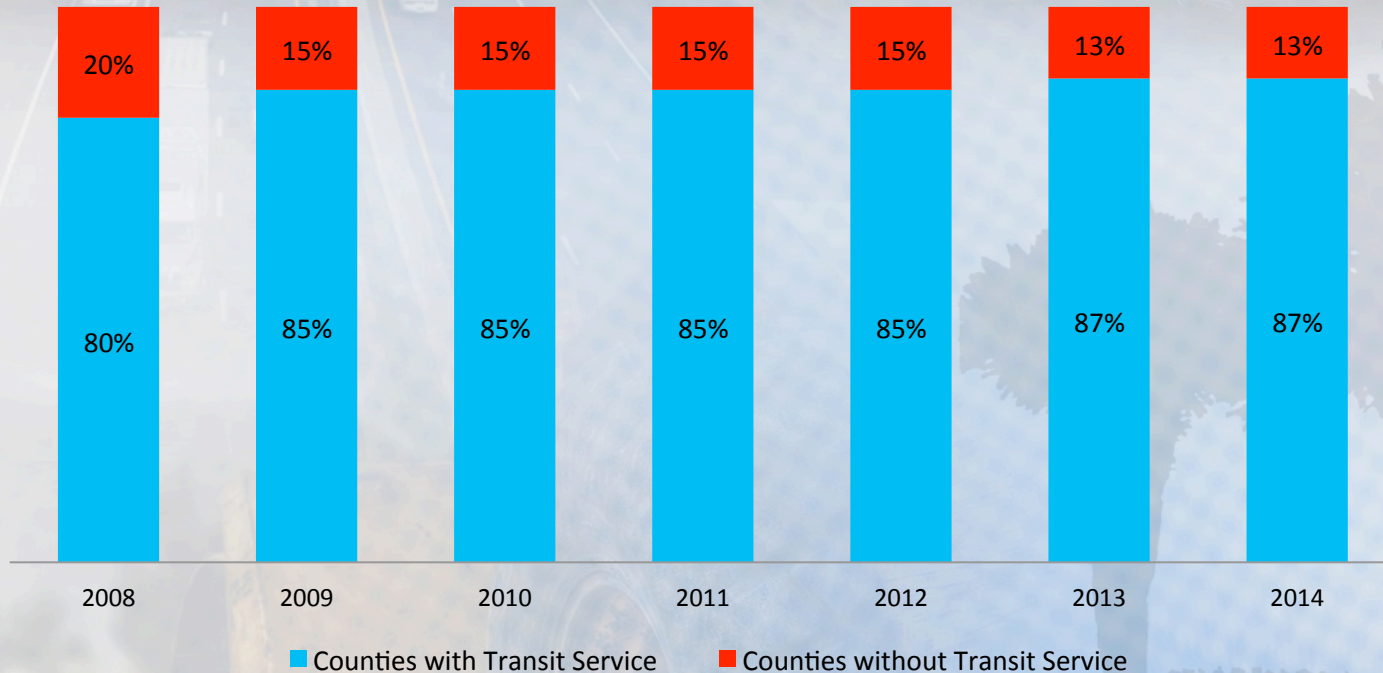
# Public Transit Efficiency

## Statewide Cost per Passenger Trip

**4% Decrease  
since 2010**

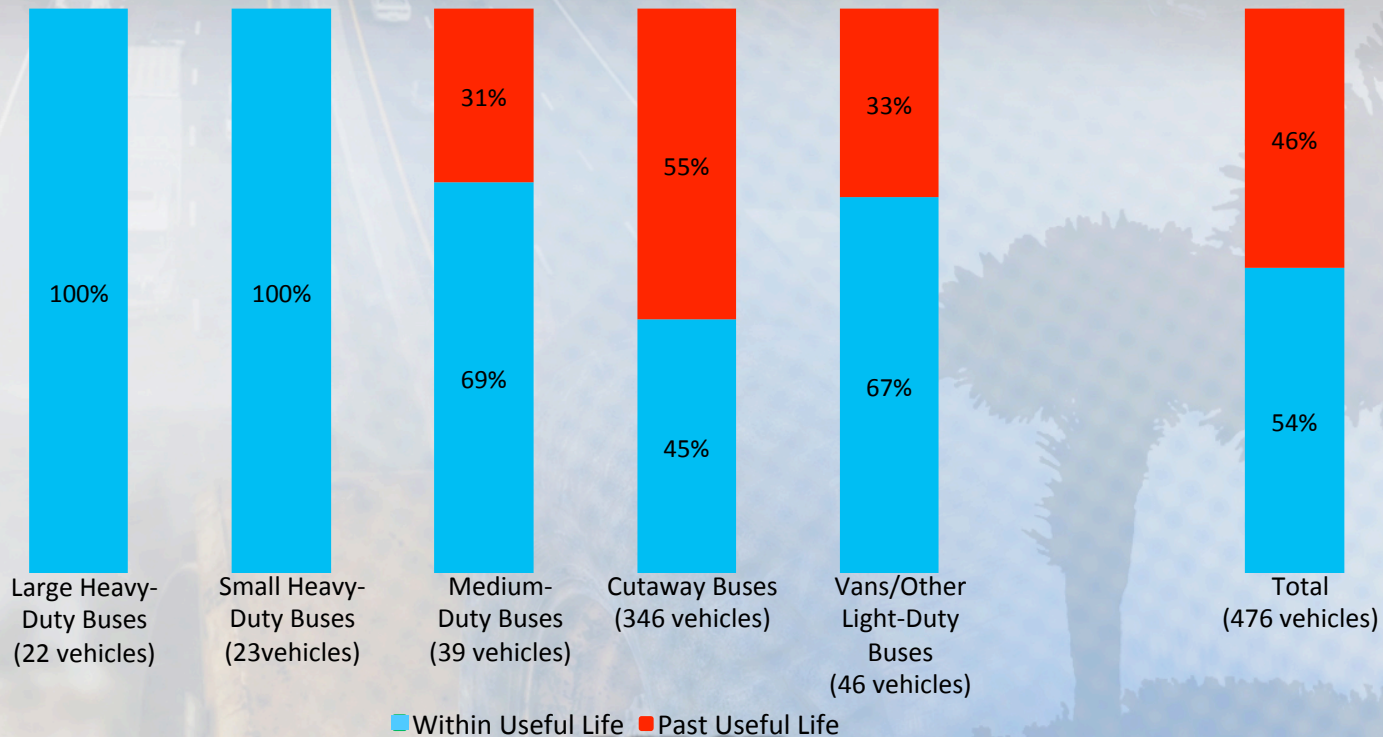


# Public Transit Statewide Access



# Public Transit Asset Condition

## Statewide Transit Vehicles







# Outlook for 2015 and Beyond

# Funding Issues

- Twenty-Nine Year Needs: SC 2040 Multimodal Transportation Plan
- Governor Haley's Funding Package Proposal:
  - ***Preservation First***
- The Outlook for Federal Funding and SCDOT Financial Operations

The background of the slide is a faded, aerial-style photograph of a multi-lane highway. A white semi-truck is visible in the left lane, moving away from the viewer. Several cars are also on the road. To the right of the highway, there are palm trees and some greenery. The overall tone is light and professional.

# Twenty-Nine Year Needs: SC 2040 Multimodal Transportation Plan



# 2040 SC Multimodal Transportation Plan

- Developed in partnership with South Carolina Department of Commerce and the South Carolina Ports Authority.
- Approved by the SCDOT Commission in December 2014.
- The SCMTP is updated every 5 years to define the State's vision for transportation, along with system trends, conditions, and needs.

## Charting a Course to 2040

# 2040 MODAL NEEDS, REVENUE, AND FUNDING GAP



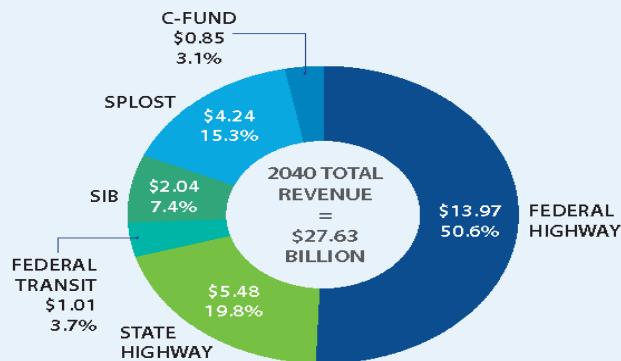
**Highways**  
\$59.76  
Billion



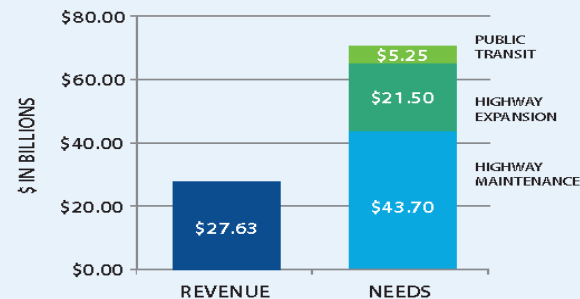
**Bridges**  
\$5.44 Billion



**Public Transit**  
\$5.25 Billion

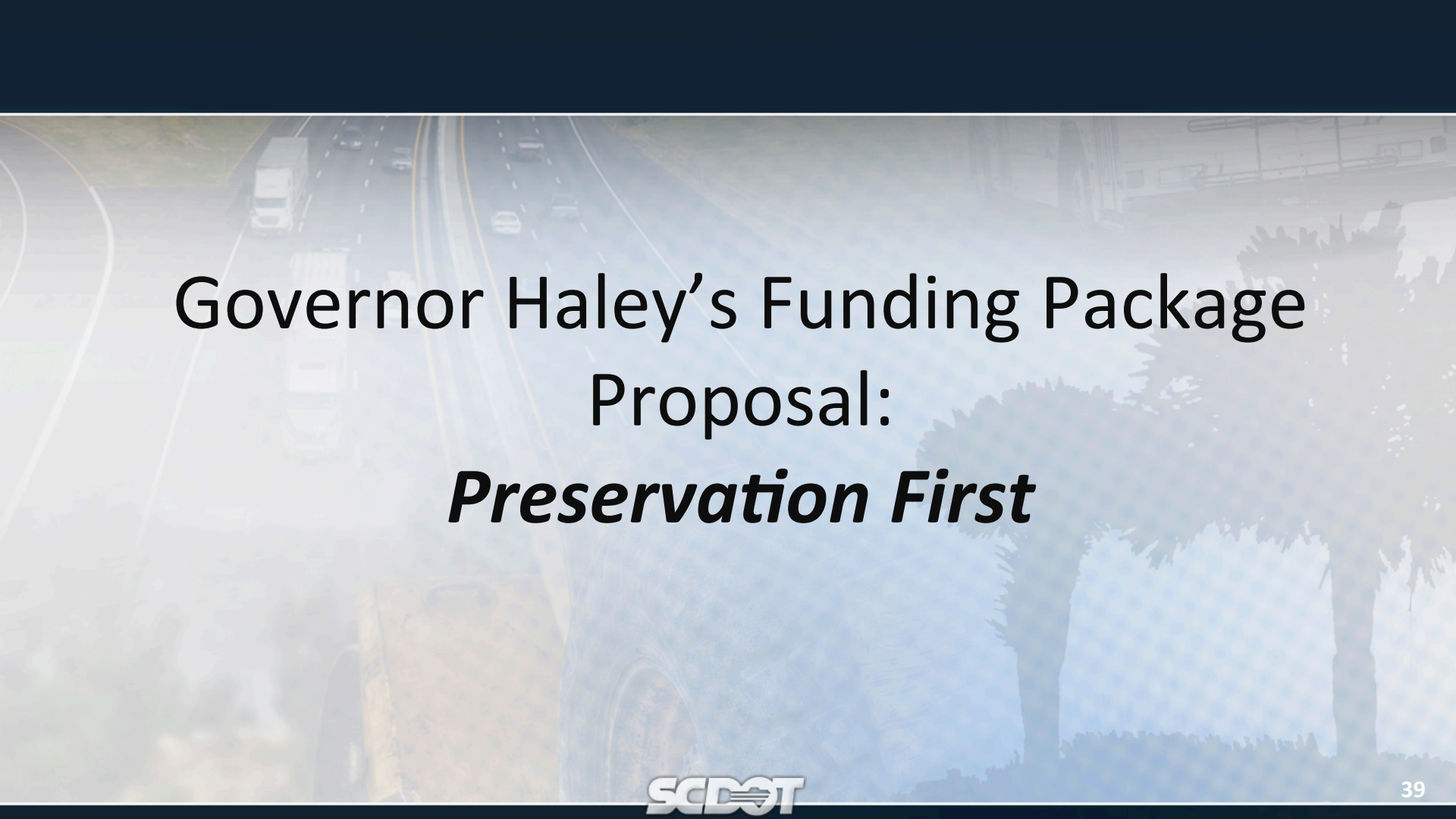


SIB = State Infrastructure Bank  
SPLOST = Special Purpose Local Option Sales Tax



Includes highway, bridge, and transit.  
Annual Funding Gap = \$1.47 Billion



The background of the slide is a faded, high-angle photograph of a multi-lane highway. Several vehicles, including a large white semi-truck and several cars, are visible on the road. To the right of the highway, there are several tall palm trees. In the distance, a bridge or overpass structure is visible. The overall image has a light, semi-transparent quality.

# Governor Haley's Funding Package Proposal: ***Preservation First***



# The Cost of Total Needs

**\$1.47 Billion**

**Can we afford to fully address all our long term goals?**

**In the Short-Term We Can:**

- Focus on the most critical needs.
- Focus on reversing the decline and improving the condition of the existing 41,000 mile state-owned system.

# What Would \$394 Million Buy?

## **Preservation First for the State-owned System:**

- \$208 to stop the downward trends for Bridges, Pavements and Routine Maintenance;

**AND**

- \$186 to reverse the decline and begin to improve Pavements, Bridges on Interstates and Primaries and make low cost improvements at some points of congestion.

# What Would \$394 Million Buy?

## For Example, Over 10 Years

- ½ the number of structurally deficient bridges on the most heavily traveled routes; **AND**
- 95% of Interstate pavements up to good condition; **AND**
- Double the number of primary systems pavement in good condition; **AND**
- Low cost, operational improvements to address congestion; **AND**
- A higher level of routine maintenance

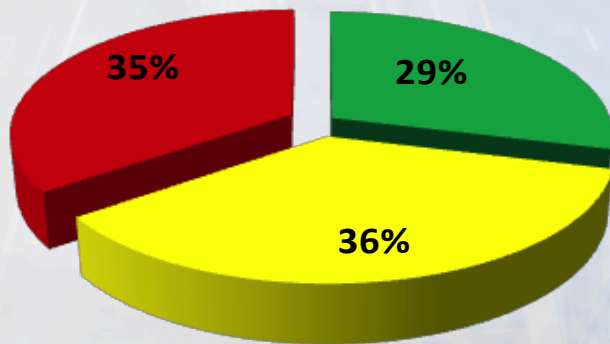


# Continued Delivery of Existing Programs

- Act 98 Projects, **AND**
- Act 176 Projects, **AND**
- All projects in the current, fiscally constrained, six-year State Transportation Improvement Program, **AND**
- All projects funded by the State Infrastructure Bank, **AND**
- Continued support of County Sales Tax Programs.

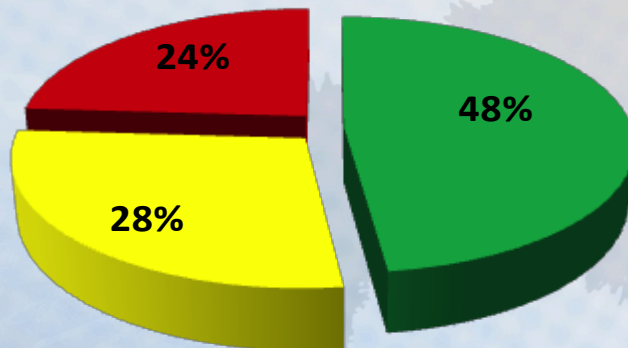
# % Traffic Riding on Good Pavements

*Current Conditions*



■ Good ■ Fair ■ Poor

*Forecasted Conditions in 10 years  
with Governor Haley's Plan*



■ Good ■ Fair ■ Poor

The background of the slide is a faded, high-angle photograph of a multi-lane highway. Several vehicles, including a large white semi-truck and several cars, are visible on the road. To the right of the highway, there are palm trees and a bridge structure. The overall image is semi-transparent, allowing the text to be clearly visible.

# The Outlook for Federal Funding and SCDOT Financial Operations

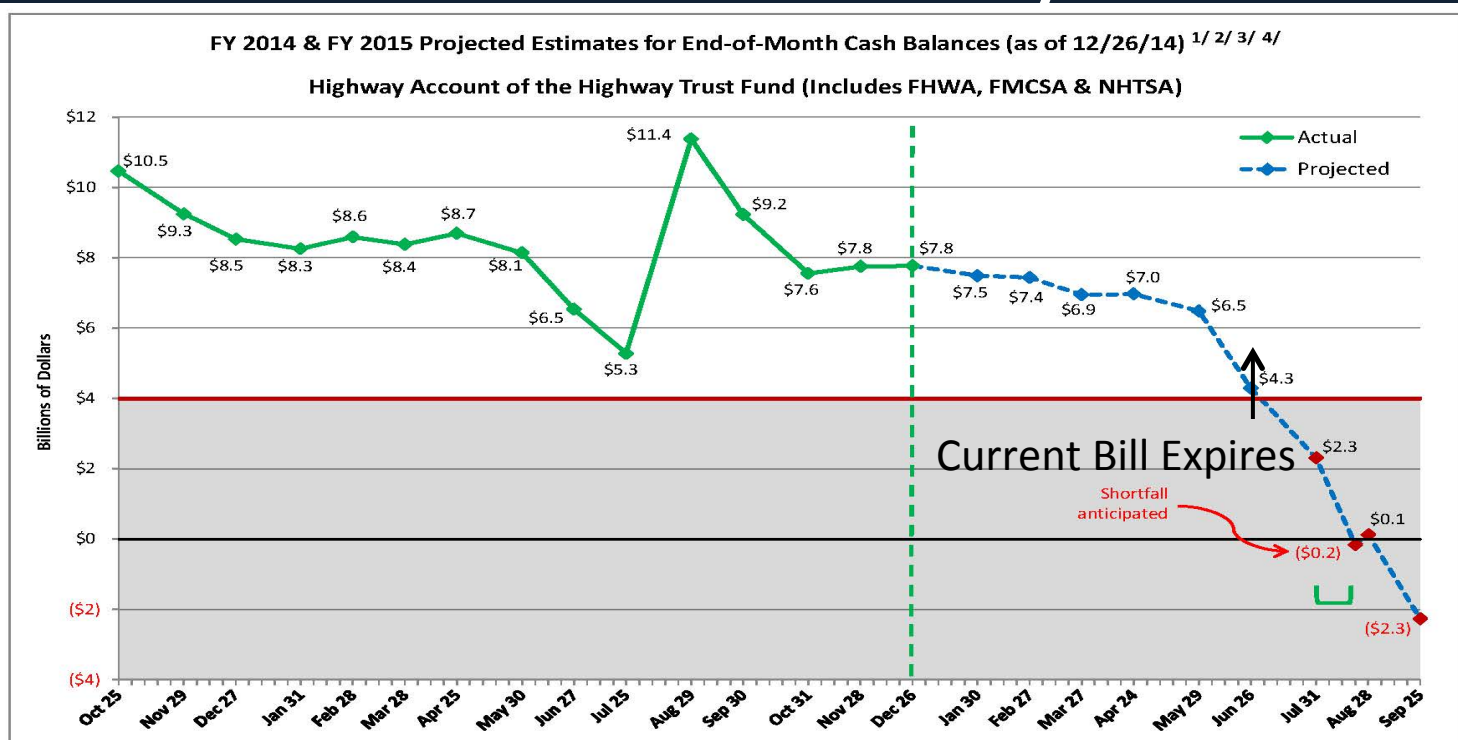


# Federal Program

## Map 21

- Expires May 31, 2015.
- Cash balance of the Highway Trust Fund is forecasted to drop below targeted level in July 2015.
- Spending level of the Highway Trust Fund has outpaced Federal Fuel Revenues since 2000.
- SAFETEA-LU, the previous Transportation Bill, was renewed 10 times before it was reauthorized with MAP-21 in June 2012.

# Federal Solvency



1/ Graph reflects actual data through 12/26/14 and end-of-month projections for the remainder of FY 2015.

2/ Total receipt and outlay projections are based on FY 2015 Mid-Session Review assumptions. Projected monthly receipt and outlay rates are based on historic averages.

3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.

4/ The shaded area represents when the Highway Account balance drops below \$4 billion, at which point cash management procedures may become necessary.

Source: FHWA

# SCDOT's Response and Preparation

- Closely monitor cash balance and cash forecast to ensure adequate funding if FHWA initiates alternative cash management procedures.
- Fully engage with AASHTO.
- Communicate with stakeholders at the state and federal level.



# Federal Program: Path Forward

## Continue

- Federal Projects
- Act 98 Projects
- Normal Statewide Maintenance Activity
- Timely Contractor and Supplier Payments

## Closely Monitor

- SCDOT Cash Activity and Cash Balance
- Congressional Activity
- Highway Trust Fund Forecasted Cash Balance

# Federal Program: Path Forward

- Carefully evaluate the start-up of new projects or phases of a project that may result in a large increase or surge in the need for Federal-Aid funding.
- Review the need to suspend lettings of Federal-Aid projects if Congressional action is not completed by the end of May 2015.



# Today and Beyond 2015



# Management Emphasis: *Process Re-Engineering*

- Privatization/Outsourcing
- Integrated Information Management Systems
- Risk-based Asset Management System
- Performance Targets and Resource Deployment
- Innovations for Expediting Project Delivery
- Internal Management Monitoring and Reporting
- Continued Financial Management Improvements



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